

The Daily Standard.

Thursday, May 30, 1872.

The O. P. R. Terminus.

The special dispatch from Mr. DeCosmos, published in these columns yesterday morning, conveying the welcome intelligence that the Dominion Government had decided that Esquimaux shall be the terminus of the Canadian Pacific Railway, gave rise to no little talk and to very many congratulations at the reception of news so fraught with interest to the people of this city and the town of Esquimaux. The countenance of almost every man we met wore a smile of satisfaction, and even the firmness with which men moved along the streets seemed to indicate renewed confidence in the future prosperity of the country generally, and of this city in particular. There has never been two opinions among intelligent business men as to the great advantage it would be to the railway scheme itself, as well as to the citizens of Victoria and Esquimaux, to have the terminus of the road located at Esquimaux, for the reason that it is the best harbor on the coast, the first on the direct line of travel for inward bound shipping, perfectly accessible at all seasons of the year both by night and day, and is besides the present commercial entrepot of the Province. Speaking of Esquimaux as the probable terminus of the railway, the Hon. the Minister of Public Works, in his report on British Columbia, says: "In the first place the harbor is only sixty-five miles from the entrance of the Strait of Juan, and although the shores of the strait opposite Vancouver Island in United States territory, yet the width of water (16 miles) renders the navigation quite secure. Esquimaux is besides a perfectly safe harbor and of sufficient extent to serve as the terminus of our Pacific Railway. It would be easy to defend in case of trouble, and vessels frequenting it might easily reach the Pacific, where they would receive the protection of the Imperial fleet. It is true that to get to it from Bute Inlet the line of railway would have to be longer than if the terminus was fixed at Barclay Sound, but the advantages afforded by Esquimaux are so superior that it would be false economy not to carry the line there, and it must not be forgotten that besides the advantages which I have enumerated, the immediate vicinity of the capital should tend to the selection of Esquimaux if the railway is to be continued to Vancouver Island. The above expression of Mr. Langevin's views as to the superior claims of Esquimaux as the terminus of the railway is the more valuable for the reason that he is unbiassed in his judgment by any consideration of personal advantage or local prejudice, and has besides personally inspected those other harbors (Burrard Inlet, Barclay Sound, etc.) which have been spoken of in connection with the terminus, and is consequently in a position to form a correct conclusion. Although we believe the satisfaction at the selection of Esquimaux as the terminus to be universal in Victoria, nevertheless there must be some amongst us who are at least aggressively disappointed. Those who have all along scouted the very idea of bringing the railway to Esquimaux, who ventured to prophesy that if even the physical obstacles in the way were not insurmountable, the magnitude of the cost of carrying that scheme into effect, over and above what would be necessary to make the terminus elsewhere, would be an effective bar to the aspirations and hopes of Esquimaux to be made the terminus of the road, must now be satisfied as to the groundlessness of their fears, and should feel somewhat cheap at their own short-sightedness and want of faith. But the world has always been troubled with doubters, and there is nothing very wonderful in the fact that Victoria has a share of that kind of the genus homo. In the present age of engineering skill, no obstacle seems absolutely insurmountable. When the interests of commerce demand it, neither mountains, deserts, nor ocean depths present insuperable barriers to the accomplishment of its purposes; all have been made tributary thereto, and if we are not misinformed the engineering difficulties to be encountered in reaching Johnson Strait and connecting this island with the Mainland by a bridge at Seymour Narrows are not to be compared with some of the obstacles met with and overcome on the line of the Central Pacific Railway. But even if it be found utterly impracticable to reach this island via Johnson's Strait in the way proposed, Esquimaux will nevertheless be the terminus; for in the event of it being impossible to make the connection by a bridge, a steam ferry capable of conveying an entire train across from the Mainland to the island, and vice versa, will be employed for that purpose. The satisfactory effect which the news of Esquimaux having been fixed upon as the terminus of the railway will exert upon every branch of industry in Victoria, the increased value which it will give to real property, and the confidence it will inspire in reference to the commercial, maritime, and manufacturing interests of this city and vicinity, cannot but tell immensely in our favor and tend greatly to increase the number of our population. The turning of the first sod upon the line of the Canadian Pacific Railway at Esquimaux, which we shall in all likelihood witness this fall or early next spring, will inaugurate a new era in our history as a city of unexampled prosperity. It will be the first step in the direction of that commercial supremacy which her admirable geographical position intended she should enjoy, as well as the dawning of that better day which not a few of our midst never failed to believe would sooner or later dawn upon this, the Queen City of the West. Many have had an up-hill time of it during the past six or eight years, but having successfully weathered the storm they will be the better prepared to reap the reward to which past sacrifices and an unyielding confidence in the future justly entitles them.

The Dominion Parliament.

Goods in Bond Through the U. S.

Ottawa, April 30th.
Mr. Oliver moved for correspondence relative to the free charge by American officials on goods and produce passing through the United States in bond. He supported his motion by producing figures to show the enormous fees charged by officials in the United States on Canadian goods passing through that country in bond. He referred to the fact that the Dominion Board of Trade, at its meeting last year, had requested the Dominion Government, through the Imperial Government, to call the attention of the United States Government to the enormous consular fees and other dues levied on Canadian goods passing through the United States. These charges were so heavy that it was almost impossible to send goods either to Europe or the Maritime Provinces in bond. The present system operated against parties in this country at shipping produce to the United States, while at the same time the products of that country passed through all parts of this Dominion without fee or charge.

Mr. Whitehead seconded the motion. Mr. DeCosmos said this was a question in which British Columbia was specially interested. They imported their goods from Great Britain via New York and San Francisco, or via Panama and San Francisco, and the charges were sometimes exorbitant. He hoped that the return would include any correspondence there might have been with regard to charges on goods going into British Columbia.

Mr. Gibbs was glad that the attention of the Government had been called to this subject; the consular charges were sometimes so large that they amounted to a burden, and were besides a very annoying and embarrassing.

Mr. Carrier hoped the Government would be induced to take steps to remove this grievance, which was a grievance especially to the lumber trade. The charges upon barge of lumber going to the United States was something enormous. They amounted to a heavy tax upon the trade.

Mr. Whitehead remarked that it was not only a heavy charge, but there was often a great deal of trouble and inconvenience in getting the necessary consular certificates.

Mr. Workman corroborated the statement that had been made as to the annoyance and expense of the present system.

Mr. Merritt drew attention to the fact that Canadian vessels were compelled to submit to great unnecessary delays in navigating Lake Michigan.

Mr. Harrison said there was no doubt something should be done to regulate these charges. He spoke in this matter for the merchants of Toronto.

Mr. said it would no doubt, be very popular if they could only accomplish the reduction of the charges imposed by the United States on articles passing through to Canada, but he was not over sanguine that they would succeed, because in some other points upon which they had made application they found great difficulty in obtaining what they desired. The difficulty was not confined solely to the charges made under the direction of the United States Government, but included also the charges made by persons who gave bonds and assumed the responsibility of transporting the goods through to Canada. As to the extent of the correspondence, he was not prepared to say; but if there was any it would be brought down.

Mr. Mackenzie remarked that he supposed what took place at Washington, before the Joint High Commission would also be brought down. He was sure this matter could not have escaped the attention of the Commissioner from Canada.

The motion then passed.—Globe.

New Advertisements.

SCHOOL NOTICE.

A SPECIAL MEETING of the Main House, holders or freeholders residents of Cedar Hill School District will be held at the temporary School House, Cedar Hill on Saturday, 30th June, at half past ten, to select a site for the erection of a new School House.
B. H. JACKSON,
Chairman School Trustees.

FARM FOR SALE.

200 Acres
OF GOOD FARMING LAND with Dwelling, English Camp on San Juan, 60 acres of which are second in order Timothy of 3 years growth.
For particulars
Apply to L. LOWENBERG,
Government Street, May 26th, 1872.

FOR SALE.

800 SOUTHDOWN EWES WITH Lambs, or part of them.
For particulars
Apply to
AUGUST HOFFMEISTER,
English Camp, San Juan.
Or to L. LOWENBERG,
Real Estate Agent,
Government Street. ma29

A Card.

THIS IS TO STATE that the charges of stealing two diamonds and a ring, made against me by Chung Au Yen, at the Police Court, on Monday, and on hearing which charges the Magistrate immediately dismissed the case, are entirely untrue, and only made for the purpose of extorting money from me.
Signed
CHUNG AU YEN.
Victoria, B. C., 26th May, 1872.

Dissolution of Partnership.

THE CO-PARTNERSHIP heretofore existing between W. Dalby, E. H. Wilson and W. Robertson, is this day dissolved by mutual consent. The business hereafter will be carried on by W. Dalby and W. Robertson, under the name of W. Dalby & Co., who will collect all accounts and pay all liabilities contracted on behalf of the firm.
(Signed)
W. DALBY,
E. H. WILSON,
W. ROBERTSON.
Witness—H. F. Holmstrom,
Victoria, May 15th, 1872.

ADVERTISE! ADVERTISE!

BUT HARRISON OF THE

Fort Street News Depot

having a Variety of NEWSPAPERS and MAGAZINES

Read! Read! Read!

Respected by next Steamer a variety of Note Papers and Envelopes, Initial Note, Crayons, Fabers Pencils.

MARK TWAIN'S PUBLICATIONS, &c.

ma28 line

Notice.

THE PARTNERSHIP between Louis Richards and Charles Morton of the Angel Hotel, Langley Street, Victoria, B. C., was dissolved on the 25th day of May, 1872.
The business in future will be carried on by Charles Morton, who is authorized to collect all outstanding debts due the firm and will settle all debts due by the firm.
LOUIS RICHARDS,
C. MORTON.
Witness—Henry O. Courtney. ma27

Mr. E. Mallandaine,

ARCHITECT,

Corner of Government St. and Bastion St.

VICTORIA, V. I.

ma26

New Advertisements.

ANGEL HOTEL.

LANCLEY STREET.

LATE BAILLET'S. LATE REINHARDT'S.

Charles Morton, Proprietor.

THIS OLD ESTABLISHED BUSINESS

having been purchased by the above will be carried on with strict regard for the comfort of his Patrons, and he hopes by so doing to merit a continuance of the liberal share of patronage accorded to his predecessor.

THE SCALE OF CHARGES:

Board and Lodging per Week..... \$2 00

do do per Day..... 1 00

Board per Week..... 1 00

Single Room..... 50c

Bed..... 25c

The Bar is well supplied with the Best Wines, Liquors and Cigars.

A Fire-proof Safe in the House—see advertisement

QUEEN'S BIRTHDAY.

EXCURSION TO SAN JUAN!

THE NEW AND FAVORITE STEAMER

"MAUDE"

PETER HOLMES, MASTER.

WILL LEAVE H. B. CO.'S WHARF

for San Juan Island at 9 o'clock on

Saturday, June 1st.

FOR THE

British Garrison, San Juan.

Haynes' Quadrill Band will

be in Attendance.

The following

LIST OF GAMES

Has been Prepared by the Committee:

1. Flat Race, 100 yards, 1st prize \$2 50; 2nd do \$1 50.

2. Long Jump Running, 3 trials, 1st prize \$2; 2nd do \$1.

3. Three Legged Race, 100 yds, 1st prize \$2; 2nd do \$1.

4. Harrier Race, 2 miles, 1st prize \$2 50; 2nd do \$1 50; 3rd do \$1.

5. Back Race, 100 yds, 1st prize \$2 50; 2nd do \$1 50; 3rd do \$1.

6. Throwing the 20 lb Shot, 1st prize \$2; 2nd do \$1 50; 3rd do \$1.

7. Flat Race, half mile, 1st prize \$2; 2nd do \$1; 3rd do \$1.

8. Race for men over 16 years service, 200 yds, 1st prize \$2 50; 2nd do \$1 50.

9. High Jump Running, 3 trials, \$1 50.

10. Race on all Fours over 4 miles of course, 50 yds, 1st prize \$2; 2nd do \$1.

11. Flat Race Backwards, 50 yds, 1st prize \$1 50; 2nd do \$1.

12. Carrying a Bucket of Water on the Head, 50 yards, 1st prize \$1 50; 2nd do \$1.

13. Hop, Step and Jump, 3 trials, \$1 50.

14. Long Jump Standing, 3 trials, \$1 50.

15. High Jump Standing, 3 trials, \$1 50.

16. Bobbing for Balls, \$1.

17. Animal wheelbarrow Race, 1st prize \$1 50; 2nd do \$1.

18. Flat Race 200 yds for all comers—No winners of any Prize to start, 1st prize \$2 50; 2nd do \$1 50; 3rd do \$1.

19. Walking the Greased Pole, 1st prize \$2; 2nd do \$1.

TICKETS \$1. CHILDREN, 50c.

May be had of any member of the Committee or of Frank

REFRESHMENTS will be provided on board. ma27

Notice.

THE UNDERSIGNED having been requested by the proprietors of the "Volunteer Review" to act as Agent for that Newspaper in British Columbia, will be happy to receive subscription forms, and forward the names of gentlemen who may take an interest in the Review to the Editor.

The "V. R." is the Military and Naval Newspaper of Canada, and is for such matters a journal of considerable value.

It is published at Ottawa, weekly, and always contains the Government Gazette.

TERMS—\$1 per annum.

Orders for Subscriptions left at the office of the undersigned will receive attention.

G. W. GAFFNEY,
Lieut.-Colonel Dominion Forces.

Found.

NEAR GOVERNMENT HOUSE, the latter part of last week, a Lady's Gold Bangle with Emeralds. The owner can have the same by applying at the STANDARD OFFICE.

Notice.

PROVINCIAL SECRETARY'S OFFICE,
16th May, 1872.

NOTICE IS HEREBY GIVEN that the time for sending in the Reply on the Resolutions of the Province for 1872 is hereby extended from the 25th inst. to the 25th June next.

By Command,
A. ROCKE ROBERTSON,
Provincial Secretary.

AN ACCOUNTANT

WHO HAS HAD CONSIDERABLE experience in keeping accounts by single and double entry, requires employment. Good reference in this city. Address "R. H." Standard Office. ma26

FOR THE EAST COAST.

THE STEAMER

MAUDE.

CAPTAIN..... HOLMES.

Will leave Victoria, on TUESDAY Morning at 5 o'clock for Nanaimo and intermediate Ports, returning on Thursday morning at 5 o'clock.

For Freight or Passage apply to the Captain on board.

To whom it may concern.

LOW BRANDED BY TO BE FOUND

At Mr. John D. Manson's Farm, Beach Road, Lake District. The undersigned hereby gives notice and paying for this advertisement and keep, can have the cow, but if not claimed within one month from date hereof, will be sold to pay expenses.

JOHN D. MANSON,
Lake District, 22nd May, 1872.

Consignee Notice.

THE BARK POLLY, Captain Wood, from London, will commence to discharge cargo at Spence & Co.'s Wharf, on Saturday Morning the 25th inst.

Goods left on the wharf after 5 o'clock P. M., of each day, will be stored at the risk and expense of consignees. Consignees are requested to pay freight to the undersigned, by whom delivery orders will be issued.

SPENCE & CO.,
Wharf street, May 25, 1872.

To the Friends of Henry Nathan,

Esq., in the Districts of Victoria (including Victoria City) Esquimaux and Metochosin.

MR. NATHAN WILL SEEK YOUR

endorsement and support at the next election of members to represent the Victoria District in the House of Commons, of Canada. You are therefore requested to send your names upon the list of electors.

As I do not believe that it is within the duty of a "Collector" to refuse to enter the name of any applicant on the list of electors, I shall be obliged by your informing me of any instance in which refusal is made and I shall have pleasure in endeavoring to have the name inserted, the first if the applicant so desires.

BEST, H. JACKSON,
Witness for

MR. NATHAN at the late Election.
Victoria, V. I., 22nd May, 1872. ma26

Notice.

THE BARK POLLY, FROM LONDON—

Belcher Captain Wood, and the undersigned consignees, will be responsible for any delay contracted by the crew of the above named vessel.

VICTORIA, V. I., May 18, 1872. ma26

SPENCE & CO.

New Advertisements.



LONDON HOUSE

MAY 1872.

Received by Prince Alfred

36 Cases of

Dry Goods, Millinery,

Mantles, Hosiery

&c. &c.

Including all the Novelties as

Worn in Europe this season,

such as the

MARIPOSA & YOSEMITE

CLOTHS,

The Polonaise.

FRENCH BROCADES, CRETONNES,

POPLINS, &c.

And a full assortment of

ALEXANDRE KID GLOVES.

TURNER, BEETON & TUNSTALL.

ma28

EDGAR MARVIN

Has now on hand a Large Assortment of

AGRICULTURAL IMPLEMENTS!

INCLUDING:

Dodge's Mowers and Reapers,

Buckeye Mowers and Reapers,

Clipper Mowers of all sizes,

Wood's Mowers,

Fanning Mills,

Seed Drills,

Seed Sowers,

Gang Ploughs,

Side Hill Ploughs,

Boston Clipper Ploughs,

Churns of all sizes,

Horse Hay Rakes,

In fact everything that a Farmer requires

can be found at the

AGRICULTURAL DEPOT

WHARF STREET,

VICTORIA.

ap15

VICTORIA HOUSE.

NEW SPRING GOODS

Received by Steamer Prince Alfred.

COMPRISING IN PART:

DRESS STUFFS,

SKIRTS,

JACKETS,

SHAWLS,

HOSIERY,

GLOVES,

PRINTS,

GINGHAMS,

PICQUES,

MARCELLA,

MANFOSSE,

BATISTES,

POPLINS,

SILKS,

LACES,

PARASOLS,

TRIMMINGS,

HATS,

BONNETS,

FEATHERS,

FLOWERS,

CURTAINS,

RIBBONS,

COSTUMES, &c.,

And a Full Assortment of Staple Goods.

WILLIAM DENNY, Manager.

Agents for Jouvin's Kid Gloves.

